S.0 SUMMARY

S.1 Project Synopsis

S.1.1 Project Location

The Otay Business Park project ("Project") site consists of approximately 161.6 acres in the unincorporated East Otay Mesa community of San Diego County, California. As depicted on Figure 1-6, *Regional Location Map*, the Project site is approximately 18 miles southeast of downtown San Diego, 9 miles southeast of Chula Vista, and 12 miles northeast of Tijuana, Mexico. The Project site is bound by the proposed extension of Alta Road on the west, the proposed extension of Airway Road to the north, the U.S.-Mexico border to the south, and vacant land to the east, as depicted on Figure 1-7, *Vicinity Map*, and Figure 1-8, *Aerial Photograph*.

S.1.2 Project Description

The proposed Project consists of an application for a Tentative Map (TM5505). A description of the Project's component parts is provided in the following sections. Copies of the entitlement applications for the proposed Project are available for review at the County of San Diego, Department of Planning and Land Use (DPLU), 5201 Ruffin Road, Suite B, San Diego, CA, 92123.

S.1.2.1 Tentative Map No. 5505 (TM5505)

Proposed land uses

The Otay Business Park Tentative Map (TM) is shown in Figure 1-1, *Tentative Map No. 5505*. A detailed summary of the various development lots proposed as part of TM5505 is presented below in Table 1-1, *Tentative Map No. 5505 Lot Summary*. As shown in Table 1-1, the TM would divide the 161.6-acre site into 58 industrial lots on 115.62 acres, two (2) detention basin lots on 7.00 acres, a 1.00-acre lot set aside for a sewer pump station, and approximately 13.02 acres provided as open space to accommodate a realigned drainage channel through the site. Proposed lot sizes range from 0.83 acre to 5.05 acres. The TM would allow for the construction of up to 2,014,565 square feet (s.f.) of industrial land uses, if the site were developed in accordance with the East Otay Mesa Specific Plan, Subarea 2, which allows for a maximum intensity of 0.40 FAR[1]. The precise nature of land uses on the site would be identified in the future as tenants for individual lots are identified, but in all cases the land uses proposed on the site would be consistent with the site's zoning as specified by the East Otay Mesa Specific Plan, Subarea 2. The TM also depicts the location of each lot, the location and alignment of on-site roadways, and the location of public water, sewer and drainage infrastructure improvements.

Phasing plan

The TM establishes a phasing plan for the Project which would allow for the orderly development of the site. Mass grading of the entire 161.6 acre site would occur as part of the first phase of the development. Development of the individual lots, however, would occur in four distinct phases, as summarized in Table 1-2, *Project Phasing*, and as depicted on Figure 1-2, *Proposed Phasing Plan*. As shown, the Project is proposing a total of four (4) development phases to commence in 2011, with

[1] FAR = Floor Area Ratio

full Project buildout anticipated by 2014. The proposed phasing plan also is intended to accommodate future planning efforts associated with SR-11.

Preliminary grading plan

As a component of the TM, a preliminary grading plan has been prepared and is depicted on Figure 1-3 and Figure 1-4, *Preliminary Grading Plan.* TM5505 has been designed to comply with the San Diego County Grading, Clearing, and Watershed Ordinance (San Diego County Municipal Code Sections 87.701 et seq.), in addition to the grading concept proposed in the East Otay Mesa Specific Plan, Subarea 2. For additional detail about the Project's proposed grading plan, please refer to SEIR Section 1.2.2.1.1

On- and off-site roadway improvements

Implementation of the proposed Project would require improvements to roadways, both on- and off-site. As shown on Figure 1-1, required improvements to Alta Road, Airway Road, and Siempre Viva Road would result in off-site grading impacts to approximately 11.45 acres. Proposed off-site improvements to Siempre Viva Road would extend the roadway approximately 1,234 feet westerly of the proposed Project site to Airway Place and improvement to the full width between Airway Place and Enrico Fermi Drive. Proposed off-site improvements to Airway Road would include improvements along a portion of the northern boundary of the site, and the extension of the roadway approximately 1,325 feet westerly of the proposed Project site to the existing improved segment of the roadway. In addition, and as required mitigation for impacts to transportation/traffic (refer to SEIR Section 2.7), the portion of Otay Mesa Road between Enrico Fermi Drive and Sanyo Avenue would be improved as part of the Project. As part of Phase 1 development, this segment of the roadway would be improved from its existing two-lanes (one lane in each direction) to provide a center two-way left turn lane. As part of Phase 2 of the proposed Project, the segment of Otay Mesa Road between Enrico Fermi Drive and Sanyo Avenue would be improved to provide a total of four lanes (two lanes in each direction), which would be the equivalent of a Collector roadway (84-foot right-of-way). Ultimate improvements to this portion of Otay Mesa Road would result in disturbance to approximately 2.5 acres to provide for the additional two travel lanes and parkway. Roadway facilities proposed on-site include portions of Airway Road, Siempre Viva Road, Alta Road, and proposed Streets "A-C". For additional detail about on- and off-site circulation improvements, please refer to SEIR Section 1.2.2.1.

Drainage plan

Under existing conditions, there are two primary drainage courses that traverse the site in a general north-south orientation. These two drainages enter the site along the northern Project boundary. As part of the proposed Project, the western drainage course would be re-routed underground via the Project's internal storm drain system. Drainage from the western portions of the site would be directed towards the West Detention Basin (Lot A), where it would be detained prior to being discharged towards the south. The eastern drainage channel would be re-aligned and preserved as an open, soft-bottomed channel. The drainage channel would be lined with rip-rap energy dissipaters in select locations to minimize the potential for erosion. The soft-bottomed drainage channel would route runoff flows originating from off-site areas north of the Project site and would discharge flows to the south. Runoff from the eastern portions of the site proposed for development would enter into the Project's storm drain system and routed to the East Detention Basin (Lot B), where it would be detained prior to being discharged towards the south in a manner that closely resembles the flows

that occur under existing conditions. The Project also would install storm drains within Airway Road and Siempre Viva Road to capture runoff flows generated to the north and west of the site. All stormwater runoff and existing flows through the site ultimately discharge towards the south where the flows are conveyed via existing drainage channels and culverts before combine with existing flows within the Tijuana River. For additional detail about the Project's proposed drainage plan, please refer to SEIR Section 1.2.2.1.

Utility improvements

The TM also depicts the location of utility improvements, including water lines, gravity sewer lines, force mains, and a single pump station.

As shown on SEIR Figure 1-9, the proposed Project would connect to an existing sewer main within Enrico Fermi Drive. Sewer mains would be constructed as part of the Project within the proposed improvement area of Alta Road. Gravity sewer mains would be constructed on-site within the proposed rights-of-way of Street "A," Street "B," "Street C," and portions of Airway Road and Siempre Viva. The Project would also construct a sewer pump station on Lot 38 in the southwest corner of the Project site. From the pump station, sewer flows would be conveyed north via a proposed force main within the right-of-way of Alta Road, where they would connect with proposed sewer facilities within Siempre Viva Drive. Sewer mains would be extend westerly within Siempre Vive, then south to the existing point of connection at Enrico Fermi. Water service to the site would be provided via an existing connection at the intersection of Alta Road and Airway Drive. Water mains would be constructed on-site within proposed rights-of-way of Street "A," Street "B," "Street C," Airway Road and Siempre Viva. The Project would also construct recycled water facilities on-site. Recycled water facilities would connect to a recycled water line within Alta Road. Dry utility connections (i.e., telephone, gas, cable, etc.) would be provided through connections at either the intersection of Alta Road at Otay Mesa Road, or from the existing terminus of Airway Road or Siempre Viva Road, to the west.

S.1.3 Environmental Setting

S.1.3.1 Existing Land Use

At present, the proposed Project site is vacant. Existing improvements include a water main trending east-west along the north property line, a water pressure reducing station facility located at the southwest corner, a natural gas main trending east-west along the south property line, a concrete pad with a wood structure at the northwest end, and numerous dirt access roads throughout the property. The southeast portion of the property line is bounded by a 150-foot-wide Federal Zone Border Control corridor between the United States and Mexico. The Project site has been historically used for agricultural purposes.

S.1.3.2 Surrounding Land Uses and Development

The proposed Project site and surrounding properties are located within Subarea 2 of the East Otay Mesa Specific Plan. These properties are designated by the Specific Plan for "Mixed Industrial" land uses. To date, however, the Project site and surrounding properties have not been developed. To the south of the proposed Project site is the 150-foot wide Border Patrol Corridor, which is adjacent and parallel to the U.S./Mexico border. The Border Patrol Corridor consists of an all-weather road and a 30-foot wide drainage channel. A chain link fence, approximately 20 feet tall, is located north of the

border patrol corridor and is oriented in an east-west direction. Beyond the Border Patrol Corridor is the Tijuana International Airport, in addition to a number of industrial and commercial businesses within Mexico. In addition, the proposed Project site is located approximately 0.5-mile to the east of the City of San Diego. Land uses within the portions of San Diego located closest to the site are composed primarily of light industrial land uses predominated by warehouse distribution facilities, with vacant or undeveloped properties being more common with distance from the international border. In addition, the Otay Mesa Border Crossing, which provides access between the United States and Mexico, is located approximately 1.1 miles to the west of the Project site.

S.1.3.3 Site Topography

The East Otay Mesa portion of San Diego County is characterized by gently sloping terrain interspersed with a number of finger canyons that generally decreases in elevation from north to south. Drainage from the area generally discharges to the south into Mexico and the Tijuana River, which ultimately discharges to the Pacific Ocean to the west. Otay Mesa is generally bounded to the east by the San Ysidro Mountains, to the north by the Otay River Valley, to the south by the international border with Mexico and the Tijuana River Valley, and to the west by the developed portions of Otay Mesa within the City of San Diego. The Project site is characterized by gently rolling terrain sloping toward the south. As depicted on Figure 1-12, *Topographic Map*, elevations range from approximately 566 feet Above Mean Sea Level (AMSL) at the northeast corner of the site to 480 AMSL at the southeast end of the property.

S.1.3.4 Vegetation/Habitats

Six (6) vegetation communities occur on the Project site, including vernal pools, saltgrass grassland, non-native grassland, road pools, disturbed habitat and developed land. Freshwater marsh occurs near off-site improvement areas. Of the seven vegetation communities that occur on- and off-site, vernal pools, freshwater marsh, non-native grassland, and saltgrass grassland are considered sensitive communities.

Developed land is limited to a small structure near the center of the northern border of the site, occupying approximately 0.27 acre. Disturbed habitat is mainly a result of minor dirt roads used by the U.S. Border Patrol Service and comprises about 8.06 acres on-site.

S.1.3.5 Circulation

The proposed Project site is located in a portion of the East Otay Mesa community that is largely undeveloped. Under existing conditions, there are no improved roadways which provide service to the site. Several proposed roadways are, however, identified by the General Plan Circulation Element and the East Otay Mesa Specific Plan, Subarea 2. Proposed roadways identified by the existing General Plan and/or East Otay Mesa Specific Plan include the following:

- **Alta Road.** Alta Road is a north-south oriented roadway that is designated both by the General Plan and the East Otay Mesa Specific Plan as a Four Lane Major facility north of Siempre Viva Road, indicating a total right-of-way (ROW) of 98 feet, and is designated as a Two-Lane Industrial/Commercial Local Road (72' ROW) south of Siempre Viva Road.

- **Airway Road.** Airway Road is an east-west oriented roadway that is designated both by the General Plan and the East Otay Mesa Specific Plan as a Four Lane Major facility (98' ROW)

west of Siempre Viva Road, and a Four Lane Industrial/Commercial Collector Road (88' ROW) east of Siempre Viva Road.

- **Siempre Viva Road.** Siempre Viva Road is an east-west oriented roadway that would transition towards the north, through the Project site. Siempre Viva Road is designated both by the General Plan and the East Otay Mesa Specific Plan as a Four Lane Major facility (98' ROW) which transitions to a Four Lane Industrial/Commercial Collector Road (88' ROW) at the intersection with Lone Star Road.

S.1.3.6 Public Services and Facilities

As the Project site and the lands immediately surrounding it are mostly undeveloped and vacant, no major infrastructure is located on or around the site. There are 24" and 12" water mains which run south from the intersection of Otay Mesa and Alta Road to the border interconnection. There is also a 12" line which runs east along Airway Road and the northern boundary of the Project site. Overhead power lines exist at the northwest corner of the site. However, most of the infrastructure required to support development of the Project, including permanent sewer conveyance facilities, must be constructed. As a condition of approval, the Project would be required to construct, or contribute funding for, pending improvements to the Otay Mesa Trunk Sewer.

Fire services to the proposed Project site would be provided by the San Diego Rural Fire Protection District, which has indicated that it has adequate facilities available to serve the Project site. For police protection services, mitigation has been incorporated in EIR Section 2.6 requiring the acquisition and construction of a permanent Sheriff Substation and the construction of an interim Sheriff Substation. With construction of the required permanent and interim facility, the Project site would be adequately served with police protection services. As an industrial development, the Project would not result in any impacts to public schools or public libraries.

S.2 Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects

Table S-1 at the end of this section includes a Mitigation, Monitoring and Reporting Program (MMRP), which provides a summary of significant environmental impacts resulting from Project implementation, along with proposed mitigation measures recommended to reduce or avoid identified impacts and the responsible parties identified that would ensure compliance with the measures. A subchapter reference is provided in the table, referring to the detailed EIR analysis for each significant impact. Table S-1 also provides a conclusion as to whether each impact has been mitigated to below a level of significance. The detailed analyses are found in Chapters 2.0 and 3.0 of the EIR. The mitigation measures listed in Table S-1 also are included at the end of the EIR in a List of Mitigation Measures and Environmental Design Considerations, Chapter 7.0.

S.3 Areas of Controversy

A Notice of Preparation (NOP) for this EIR was distributed on June 12, 2008, for a 30-day public review and comment period. Public comments were received on the NOP for this EIR and reflect concern over several environmental issues. Environmental issues were raised in three letters commenting on the NOP, including letters from the entities listed below:

- Endangered Habitats League (EHL)
- Native American Heritage Commission
- San Diego County Archaeological Society, Inc.

Issues raised in the NOP comment letters include the following concerns:

- Impacts to burrowing owl populations in the East Otay Mesa Minor Amendment Area
- Impact to Historical Resources
- Impact to Cultural Resources

These issue areas have been evaluated in this SEIR, and none are considered by the County of San Diego to be "controversial" based on the extensive analyses provided under the appropriate issue area heading throughout this document.

S.4 Issues to be Resolved by the Decision-Making Body

The primary issues to be resolved by the decision-making body for the proposed Project involves the Project's significant and unmitigable Project impacts in the issue areas of air quality and traffic, as described in SEIR Sections 2.1 and 2.7 and as summarized below in Table S-1. The San Diego County Planning Commission will need to evaluate whether the mitigation measures proposed to reduce the Project's short- and long-term air quality impacts, as well as mitigation proposed for the Project's unmitigable near-term impacts to traffic, adequately reduce Project impacts to the maximum feasible extent. The Planning Commission also will make a determination as to whether all of the potentially significant impacts of the Project have been adequately mitigated. The Planning Commission will evaluate and determine whether the Project's benefits outweigh these adverse environmental effects in support of adopting a Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093. Finally, the Planning Commission will decide whether to approve one of the Project alternatives in lieu of the proposed Project, if it is determined that approval of one of the alternatives would serve to significantly reduce or avoid significant environmental impacts.

S.5 Project Alternatives

Three Project alternatives are evaluated in this SEIR, pursuant to the direction provided by Section 15126(d)(5) of the State CEQA Guidelines. A brief description of each alternative is provided below. The alternatives were selected to address the Project's potentially significant and unmitigable impacts to Air Quality, Noise, and Traffic, in addition to the Project's potentially significant but mitigable impacts to the issue areas of biological resources, cultural resources, paleontological resources, and public services. The alternatives were specifically designed with a goal of reducing or eliminating Project impacts, where feasible. Except for the No Project/No Development Alternative, each of the alternatives also was designed to meet all or most of the Project's basic objectives.

S.5.1 No Project/No Development Alternative

The No Project/No Development Alternative assumes that the Project site would be left in its existing condition, consisting primarily of vacant non-native grassland and disturbed areas. This alternative was selected by the Lead Agency to compare the environmental effects of the Project against leaving the property in its existing state. Implementation of the No Project/No Development Alternative would result in no physical environmental impacts beyond those that have historically occurred on

the property. All of the significant effects of the proposed Project would be avoided or lessened by selection of this alternative, with the exception of increased long-term impacts to water quality that would occur due to erosion and sedimentation and increased wildland fire hazards.

S.5.2 Reduced Project Alternative

The Reduced Project Alternative proposes to develop the site with industrial land uses at a lower intensity than proposed by the Project. The Reduced Project Alternative would develop the site with 44 industrial lots on 95.47 acres, two (2) detention basin lots on 4.96 acres, a drainage channel on 8.25 acres, approximately 34.49 acres of open space, and 18.43 acres of roadways. The Reduced Project Alternative would allow for the construction of up to approximately 1,663,469 square feet (s.f.) of industrial land uses, which would be a reduction of 365,207 s.f. (18.0%) in comparison to the proposed Project.

This alternative was selected for consideration to evaluate the potential effects of developing the site in a manner that may better achieve the greenhouse gas (GHG) emission reduction mandates of Assembly Bill 32 (AB 32), the California Global Warming Solutions Act, which requires GHG emissions to be reduced to 25.0% below business as usual by 2020. By reducing industrial development intensity by 18.0%, as compared to the proposed Project, the Reduced Project Alternative would result in a proportional reduction in the number of vehicle trips, vehicular air emissions, and vehicular noise. In addition, because development intensity would be reduced on-site, construction-related air-quality and noise impacts also would be reduced in comparison to the Project. This alternative would also reduce operational and vehicle-related noise and air quality impacts in the long-term because of the reduced development intensity on-site. Although long-term noise and air quality impacts would be reduced as compared to the Project, impacts would remain significant and unmitigable, as no feasible mitigation is available to reduce impacts to less than significant levels. The Reduced Project Alternative would generate fewer trips than the Project; however, under this alternative, the addition of traffic to the local roadway network would result in significant and unavoidable direct and cumulative impacts at the same locations as would occur under the proposed Project. Because a portion of the site would be preserved as open space under this alternative, the Reduced Project Alternative would reduce impacts to several sensitive biological resources on-site as well as several cultural resource sites. Impacts to paleontological resources, utilities and service systems and hydrology/water quality would be slightly reduced under this alternative.

S.5.3 Biological Avoidance Alternative

The Biological Avoidance Alternative was selected for consideration in order to assess the changes in environmental impacts associated with preserving on-site Non-wetland Waters of the U.S.; CDFG jurisdictional streambed and ephemeral pond; and a majority of vernal pool areas as conserved open space. By preserving on-site jurisdictional areas and a majority of on-site vernal pools, this alternative results in a reduction in building intensity and a concomitant reduction in the number of vehicle trips, vehicular noise and vehicular air emissions. The Biological Avoidance Alternative proposes to develop the site with 46 industrial lots on 105.0 acres, two (2) detention basin lots of 4.8 acres, and 20.4 acres of roadways. The Biological Avoidance Alternative would allow for the development of a maximum of 1,829,520 s.f. of industrial land uses on the property. In comparison to the proposed Project, the Biological Avoidance Alternative would reduce the development intensity on-site by approximately 199,156 s.f. (9.8%). This alternative would provide on-site

segments of Airway Road and Siempre Viva Road with two clear span bridges over drainage courses, and related infrastructure improvements.

This alternative would avoid impacts to several sensitive biological resources on-site, including Non-wetland Waters of the U.S.; CDFG streambed and ephemeral ponds, saltgrass grassland, chocolate lily, variegated dudleya, and Quino checkerspot butterfly. Impacts to a majority of vernal pools on-site would also be avoided. The Biological Avoidance Alternative would also substantially reduce impacts to the San Diego marsh elder, San Diego barrel cactus, San Diego fairy shrimp, Riverside shrimp, burrowing owl, and the western spadefoot toad. Because a portion of the site would be preserved as conservation open space under this alternative, the Biological Avoidance Alternative would reduce the development intensity of the site by approximately 9.8%. The reductions in development intensity would result in slight reductions in construction-related air quality and noise impacts, as compared to the Project. In addition, this alternative would slightly reduce operational and vehicle-related noise and air quality impacts in the long-term. Although long-term noise and air quality impacts would be reduced as compared to the Project, impacts would remain significant and unmitigable, as no feasible mitigation is available to reduce impacts to less than significant levels. The Biological Avoidance Alternative would generate slightly fewer trips than the Project; however, under this alternative, the addition of traffic to the local roadway network would result in significant and unavoidable direct and cumulative impacts at the same locations as would occur under the proposed Project. Impacts to utilities and service systems, cultural resources, and paleontological resources also would be reduced slightly under this alternative.

Table S-1 SUMMARY OF SIGNIFICANT EFFECTS

SIGNIFICANT AND UNAVOIDABLE IMPACTS			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
2.1 Air Quality			
2.1.2.3 Conformance to Federal and State Ambient Air Quality Standards			
AQ-2	During long-term operation of the proposed Project, Project-related emissions would exceed the County of San Diego thresholds of significance for emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$ during each phase of the proposed Project and during both winter and summer months.	M-AQ-2: Mitigation Measures M-AQ-3a, M-AQ-3b, M-AQ-3c, and M-AQ-6 shall apply..	Significant and Unmitigable: Identified mitigation would reduce emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$ to the maximum feasible extent; however, Project long-term operational emissions of these criteria pollutants would remain in excess of the SLTs.
2.1.2.4 Sensitive Receptors			
AQ-3	Long-term operation of the proposed Project would result in an incremental cancer risk of 32.0 in a million for the maximally exposed individual resident (MEIR). This increase in incremental cancer risk exceeds the County DPLU's threshold of 1.0 per 1 million.	M-AQ-3a: Future Site Plans shall require the placement of signs at all truck parking and loading bay areas to identify applicable California Air Resources Board (CARB) anti-idling regulations. M-AQ-3b: Future site design shall allow for adequate truck stacking at gates and allows for trucks to park overnight on the site to prevent queuing of trucks outside the facility. M-AQ-3c: Any buildings that would receive shipping container refrigerator units (RUs) shall provide electrical hookups at all loading dock door positions.	Significant and Unmitigable: Although implementation of Mitigation Measures M-AQ-3a through M-AQ-3c would reduce the potential for exposure of the MEIR to incremental cancer risk above the County DPLU's threshold of 1.0 per 1 million, the proposed mitigation would not fully reduce these impacts to below acceptable levels.
AQ-4	Long-term operation of the proposed Project would result in an incremental cancer risk of 43.0 in a million for the maximally exposed individual worker (MEIW), which exceeds the County DPLU's threshold of 1.0 per 1 million.	M-AQ-4: Mitigation Measures M-AQ-3a through M-AQ-3c shall apply.	Significant and Unmitigable: Implementation of required mitigation would reduce the potential for exposure of the MEIW to incremental cancer risk; however, impacts would remain above the County DPLU's threshold of 1.0 per 1 million.
2.7 Transportation/Traffic			
2.7.2.3 Signalized and Unsignalized Intersections			
TR-13	Implementation of Phase 1, Phases 1 and 2, Phases 1 through 3, and Phases 1 through 4 of the proposed Project would lower the existing LOS at the City of San Diego	M-TR-13a: Prior to recordation of the Final Map for Unit 1, the Project applicant or Master Developer shall improve the intersection of Siempre Viva Road/Paseo De Las Americas to provide the lane configurations identified	Significant and Unmitigable: Implementation of identified mitigation would reduce Project direct and cumulative impacts to this intersection to less than

SIGNIFICANT AND UNAVOIDABLE IMPACTS			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
	intersection of Siempre Viva Road/Paseo de las Americas from LOS D to LOS F during the PM peak hour and would increase the delay at this intersection in excess of the one (1) second allowed per the City of San Diego thresholds of significance for an intersection operating at LOS F..	in SEIR Mitigation Measure M-TR-13a (refer to SEIR Section 2.7.5.2), or shall implement other improvements that are acceptable to both the City and County of San Diego. M-TR-13b: Prior to the recordation of the Final Map for Unit 3, the Project applicant or Master Developer shall improve the intersection of Siempre Viva Road/Paseo De Las Americas to provide the lane configurations identified in SEIR Mitigation Measure M-TR-13a (refer to SEIR Section 2.7.5.2), or shall implement other improvements that are acceptable to both the City and County of San Diego.	significant levels. However, the intersection is located in the City of San Diego and is outside the jurisdictional authority of the Lead Agency for this SEIR (San Diego County). As such, it cannot be assured by San Diego County that the mitigation measure will be implemented.
TR-17	Implementation of Phases 1 and 2, Phases 1 through 3, and Phases 1 through 4 of the proposed Project would lower the existing LOS at the City of San Diego intersection of Otay Mesa Siempre Viva Road/Michael Faraday Drive from LOS B or C to LOS F during the AM peak hour and would lower the LOS from LOS B to LOS E during the PM peak hour, and would increase the delay at this intersection in excess of the City of San Diego thresholds for significance for an intersection operating at LOS E or F. Additionally, under cumulative (2020) conditions, Project-related traffic would contribute to a deficient LOS at this intersection, which represents a significant direct impact.	M-TR-17a: Prior to the recordation of the Final Map for Unit 2, the Project applicant or Master Developer shall improve the intersection of Siempre Viva Road/Michael Faraday Drive to provide the lane configurations identified in SEIR Mitigation Measure M-TR-17a (refer to SEIR Section 2.7.5.2), or shall implement other improvements that are acceptable to both the City and County of San Diego. M-TR-17b: Prior to the recordation of a Final Map for Unit 4, the Project applicant or master developer shall implement the improvements identified in SEIR Mitigation Measure M-TR-17b (refer to SEIR Section 2.7.5.2), or shall implement other improvements that are acceptable to both the City and County of San Diego.	Significant and Unmitigable: Implementation of M-TR-17a and M-TR-17b would improve the LOS at this intersection to acceptable levels in all Project and cumulative conditions. However, the intersection is located in the City of San Diego and is outside the jurisdictional authority of the Lead Agency for this SEIR (San Diego County). As such, it cannot be assured by San Diego County that the mitigation measure will be implemented.
TR-34	Under Cumulative (2020) conditions (with SR-905 Phases 1A and 1B), the proposed Project would contribute traffic to the intersection of Airway Road/Sanyo Avenue which is projected to operate at unacceptable LOS F in the AM and PM peak hours.	M-TR-34: Prior to the recordation of a Final Map for Unit 4, the Project applicant or master developer shall implement the improvements identified in SEIR Mitigation Measure M-TR-34 (refer to SEIR Section 2.7.5.2), or shall implement other improvements that are acceptable to both the City and County of San Diego.	Significant and Unmitigable: Implementation of identified mitigation would reduce Project direct impacts to this intersection to less than significant levels. However, the intersection segment is located in the City of San Diego and is outside the jurisdictional authority of the Lead Agency for this

SIGNIFICANT AND UNAVOIDABLE IMPACTS			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
			SEIR (San Diego County). As such, it cannot be assured by San Diego County that the mitigation measure will be implemented.

SIGNIFICANT AND UNAVOIDABLE IMPACTS			
Cumulative Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
2.1 Air Quality			
2.1.2.3 Conformance to Federal and State Ambient Air Quality Standards			
AQ-2	During long-term operation of the proposed Project, Project-related emissions would exceed the County of San Diego thresholds of significance for emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$ during each phase of the proposed Project and during both winter and summer months.	See "Project Level Impacts," above	See "Project Level Impacts," above
2.7 Transportation/Traffic			

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
2.1 Air Quality			
2.1.2.3 Conformance to Federal and State Ambient Air Quality Standards			
AQ-1	During construction activities, emissions from the site would exceed the SLTs for construction activity for emissions of NO_x, PM_{10}, and $PM_{2.5}$.	M-AQ-1a: Monitoring and emission reduction activities will be undertaken during earthmoving activities to implement Section 87.428 "Dust Control Measures" of the County's Grading Ordinance. A number of requirements will be observed during grading and ground-disturbing activities, such as: use of water trucks and chemical dust suppressants; speed limit restrictions; use of gravel aprons at unpaved site entrances; street sweeping at regular intervals; weather restrictions; and phasing restrictions.	Less than Significant: With application of Mitigation Measure M-AQ-1a and M-AQ-1b, Project construction emissions of NO_x, PM_{10}, and $PM_{2.5}$ would be reduced to below the SDAPCD thresholds of significance.

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
		M-AQ-1b: A number of emission reduction activities will be undertaken during earthmoving activities in order to lower NO_x emissions, such as the use of well-maintained and properly tuned construction equipment; and restricting idling times for diesel fueled construction equipment.	
2.2 Biological Resources			
2.2.2.2 Special Status Species			
BI-1	Implementation of the Project would result in direct impacts to 3,465 variegated dudleya plants and would not achieve the 80% avoidance required by the MSCP.	M-BI-1: On-site variegated dudleya populations (3,456 individuals) shall be salvaged and translocated to off-site biological preserve areas.	Less than Significant: With completion of a Minor Amendment process for the proposed Project site, which would be required prior to Project implementation, Take Authorization would be granted for covered sensitive plant and animal species occurring on the Project site. As such, compliance with M-BI-1 would mitigate impacts to 3,465 individuals of variegated dudleya to a level below significant.
BI-2	The Project would directly impact three individual San Diego button-celery plants and would not achieve the 80% avoidance required by the MSCP.	M-BI-2: On-site three (3) San Diego button-celery individuals shall be salvaged and translocated to off-site biological preserve areas.	Less than Significant: With completion of a Minor Amendment process for the proposed Project site, which would be required prior to Project implementation, Take Authorization would be granted for covered sensitive plant and animal species occurring on the Project site. As such, implementation of mitigation measure M-BI-2 would mitigate impacts to three individuals of San Diego button celery to a level below significant.
BI-3	The Project would directly impact three individual spreading navarretia plant, would not achieve the 80% avoidance required by the MSCP, and would cumulatively impact the regional long-term survivability of the species.	M-BI-3: On-site spreading navarretia individuals (3 individuals) shall be salvaged and translocated to off-site biological preserve areas.	Less than Significant: Compliance with mitigation measure M-BI-3 would mitigate impacts to the spreading navarretia to a level below significant through relocation to the upland area surrounding the proposed vernal pool habitat creation/restoration area off-site, in accordance with the BMO requirements.

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
BI-4	The Project would directly result in impacts to all thirty-one San Diego barrel cactus individuals occurring on-site and would not achieve the 80% avoidance required by the MSCP.	M-BI-4: On-site San Diego barrel cactus populations (31 individuals) shall be salvaged and translocated to off-site biological preserve areas.	Less than Significant: With completion of a Minor Amendment process for the proposed Project site, which would be required prior to Project implementation, Take Authorization would be granted for covered sensitive plant and animal species occurring on the Project site. As such, implementation of the required mitigation measure would reduce impacts to 31 San Diego barrel cactus to less than significant levels.
BI-5	The Project would directly impact eleven individual San Diego marsh-elder plants.	M-BI-5: All eleven (11) San Diego marsh elder plants within the Project's impact area shall be salvaged. Upon completion of Project construction, the individuals will be translocated within the realigned drainage course on-site.	Less than Significant: Implementation of Mitigation Measure M-BI-5 would ensure that impacts to San Diego marsh elder are mitigated in compliance with the standards of the BMO.
BI-6	The Project would result in direct impacts to four individual chocolate lily plants.	M-BI-6: Mitigation Measure M-BI-20 shall apply.	Less than Significant: Implementation of mitigation measure M-BI-6 would ensure that all impacts to chocolate lily would be fully mitigated to comply with the standards of the BMO.
BI-7	Implementation of the Project would result in impacts to one on-site vernal pool, nine on-site road pools, and three off-site road pools containing San Diego fairy shrimp. Additionally, the Project would impact approximately 114.4 acres of habitat that is considered Critical Habitat for this species.	M-BI-7a: The Project applicant shall preserve and create/restore vernal pool areas within an off-site biological preserve. M-BI-7b: Soil from on- and off-site vernal pools and road pools containing fairy shrimp cysts shall be salvaged and translocated to an off-site biological preserve.	Less than Significant: With completion of a Minor Amendment process for the proposed Project site, which would be required prior to Project implementation, Take Authorization would be granted for covered sensitive plant and animal species occurring on the Project site. As such, compliance with mitigation measures M-BI-7a and M-BI-7b would ensure that impacts to the endangered San Diego fairy shrimp would be mitigated to less than significant levels.
BI-8	The Project would impact one on-site vernal pool, two on-site road pools, and one off-site road pool supporting Riverside fairy shrimp.	M-BI-8: Mitigation Measures M-BI-7a and M-BI-7b shall apply.	Less than Significant: With completion of a Minor Amendment process for the proposed Project site, which would be required prior to Project implementation, Take Authorization would be granted for

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
			covered sensitive plant and animal species occurring on the Project site. As such, implementation of Mitigation Measures M-BI-7a and M-BI-7b would ensure that impacts to the endangered Riverside fairy shrimp would be mitigated to less than significant levels.
BI-9	Project implementation would result in a direct impact to habitat, foraging plants, and larval host plants for the Quino checkerspot butterfly.	M-BI-9: The applicant shall preserve historically occupied habitat for the Quino checkerspot butterfly off-site.	Less than Significant: Implementation of Mitigation Measure M-BI-9 would replace low quality habitat on-site with high-quality habitat, featuring larval host plants and nectaring food sources, in the off-site preserve.
BI-10	Project implementation would result in a direct impact to the observed location of one grasshopper sparrow, and would impact the entire 161.6-acre Project site that is considered suitable habitat for the species. Project impacts would exceed the 5% impact allowed by the MSCP for List 1 species.	M-BI-10: Mitigation Measure M-BI-20 shall apply.	Less than Significant: With completion of a Minor Amendment process for the proposed Project site, which would be required prior to Project implementation, Take Authorization would be granted for covered sensitive plant and animal species occurring on the Project site. As such, implementation of Mitigation Measure M-BI-20 would provide for preserved habitat for the grasshopper sparrow and would reduce Project impacts to this species to a level below significance.
BI-11	The proposed Project would impact seven burrowing owl burrows along with approximately 163.41 acres of occupied habitat for this species.	M-BI-11a: The Project must abide by brushing, grading, and clearing restrictions during the bird breeding season, and within a specified distance of burrowing owl burrows and raptor nests. M-BI-11b: The Project proponent shall conduct pre-construction surveys to verify that all burrowing owls on-site have left the site or passive relocation would be required. M-BI-11c: The Project must abide by construction noise restrictions during the bird breeding season, and within a	Less than Significant: With completion of a Minor Amendment process for the proposed Project site, which would be required prior to Project implementation, Take Authorization would be granted for covered sensitive plant and animal species occurring on the Project site. As such, implementation of mitigation measures M-BI-11a M-BI-11b, M-BI-11c, and M-BI-11d would ensure that all impacts to burrowing owls and nesting raptors would be mitigated to less than

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
		specified distance of burrowing owl burrows and raptor nests. M-BI-11d: As a component of Mitigation Measure M-BI-6a, artificial burrows shall be provided in off-site vernal pool restoration areas.	significant levels.
BI-12	Project implementation would result in an impact to 161.6-acres of suitable habitat for the northern harrier. Project impacts would exceed the 5% impact allowed by the MSCP for List 1 species.	M-BI-12: Mitigation Measure M-BI-20 shall apply.	Less than Significant: With completion of a Minor Amendment process for the proposed Project site, which would be required prior to Project implementation, Take Authorization would be granted for covered sensitive plant and animal species occurring on the Project site. As such, implementation of Mitigation Measure M-BI-20 would provide for preserved habitat for the northern harrier and would reduce the Project's impact to this species to a level below significance.
BI-13	Project implementation would result in an impact to 161.6-acres of suitable habitat for the white-tailed kite. Project impacts would exceed the 5% impact allowed by the MSCP for List 1 species.	M-BI-13: Mitigation Measure M-BI-20 shall apply.	Less than Significant: Implementation of Mitigation Measure M-BI-20 would provide for preserved habitat for the white-tailed kite and would reduce the Project's impact to this species to a level below significance.
BI-14	Project implementation would result in an impact to 161.6-acres of suitable habitat for the California horned lark. Project impacts would exceed the 5% impact allowed by the MSCP for List 1 species.	M-BI-14: Mitigation Measure M-BI-20 shall apply.	Less than Significant: Implementation of Mitigation Measure M-BI-20 would provide for preserved habitat for the California horned lark and would reduce the Project's impact to this species to a level below significance.
BI-15	Project implementation would result in an impact to 161.6-acres of suitable habitat for the loggerhead shrike. Project impacts would exceed the 5% impact allowed by the MSCP for List 1 species.	M-BI-15: Mitigation Measure M-BI-20 shall apply.	Less than Significant: Implementation of Mitigation Measure M-BI-20 would provide for preserved habitat for the loggerhead shrike and would reduce the Project's impact to this species to a level below significance.
BI-16	Project implementation would impact more	M-BI-16: Mitigation Measure M-BI-20 shall apply.	Less than Significant: With completion

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
	than five acres of habitat for the golden eagle.		of a Minor Amendment process for the proposed Project site, which would be required prior to Project implementation, Take Authorization would be granted for covered sensitive plant and animal species occurring on the Project site. As such, implementation of mitigation measures M-BI-20 would reduce Project impacts to this species to less than significant levels.
BI-17	During construction and long-term operation of the proposed Project, there is a potential for indirect impacts to off-site vegetation communities due to fugitive dust, noise, animal behavioral changes, and errant construction impacts, as well as effects due to colonization of non-native plant species, and night-time lighting.	M-BI-17a: Water trucks shall be utilized during Project grading and earthmoving activities to minimize the emission of dust. M-BI-17b: Mitigation Measure M-BI-11c shall apply. M-BI-17c: The applicant shall install orange construction fencing around the approved limits of impact to define grading boundaries and prevent unintended impacts during construction and operation. M-BI-17d: Future development proposals shall prepare landscaping plans that are consistent with MHCP Adjacency Guidelines and do not include any of the invasive plant species included on the Cal-IPC List A.	Less than Significant: Compliance with M-BI-17a through M-BI-17d would reduce indirect impacts to off-site vegetation communities to a level below significant through compliance with applicable County of San Diego standards and regulations.
2.2.2.4 Riparian Habitat or Sensitive Natural Community			
BI-18	Implementation of the Project would impact 0.14 acre of vernal pool habitat on- and off-site.	M-BI-18: Mitigation Measure M-BI-7a shall apply.	Less than Significant: Implementation of identified mitigation would ensure that impacts to vernal pools would be addressed in accordance with the BMO requirements.
BI-19	The proposed Project would impact 0.01 acre of freshwater marsh off-site.	M-BI-19: Habitat credits shall be purchased for Project-related impacts to 0.03-acre of freshwater marsh.	Less than Significant: Implementation of Mitigation Measure M-BI-19 would result in the purchase of habitat credits to reduce impacts to 0.03 acre of freshwater marsh on-site, which would fully mitigate Project impacts to freshwater

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
			marsh according to the standards of the BMO, as well as all applicable state and/or federal regulations.
BI-20	Project implementation would impact 0.19 acre of on-site saltgrass grassland.	M-BI-20: Impacts to saltgrass grassland shall be mitigated off-site at a ratio or 2:1 for a total of 0.38-acre, and impacts to non-native grassland shall be mitigated off-site at a 1:1 ratio for a total of 163.41 acres of required mitigation.	Less than Significant: Compliance with Mitigation Measure M-BI-20 would ensure that impacts to saltgrass grassland and non-native grassland would be addressed in accordance with the BMO requirements.
BI-21	The proposed Project would impact 163.41 acres of non-native grassland on- and off-site.	M-BI-21a: Mitigation Measure M-BI-20 shall apply. M-BI-21b: A limited building zone easement shall be granted to the County of San Diego over the portions of Lots 47, 48, 49, 50, 51, 52, 53 and 58 that are located within 40 feet of the realigned drainage channel (Tentative Map Lot "C").	Less than Significant: Required mitigation would result in the preservation/restoration of non-native grassland habitat and would reduce direct and cumulative impacts to raptor foraging habitat to less than significant.
BI-22	The proposed Project would have a direct impact on CDFG jurisdictional areas, including 0.19 acre of streambed and 0.01 acre of ephemeral pond (on-site), and would impact Corps jurisdictional areas, including 0.19 acre of non-wetland Waters of the U.S., 0.14 acre of vernal pools, and 0.10 acre of road pools occupied by endangered fairy shrimp.	M-BI-22a: Impacts to unvegetated non-wetland water of the U.S. and ephemeral pond shall be mitigated at a 1:1 ratio within the realigned drainage channel on-site. M-BI-22b: Mitigation Measure M-BI-7a shall apply. M-BI-22c: Mitigation Measure M-BI-21b shall apply.	Less than Significant: Implementation of identified mitigation would ensure that impacts to all jurisdictional areas would be fully mitigated in accordance with all applicable local, state, and federal requirements.
2.3 Cultural Resources			
2.3.2.2 Historic Archaeological Resources			
CR-1	Implementation of the proposed Project would cause direct impacts to an historical resource site, Site SDI-11,799H, which has been determined to be significant pursuant to §15064.5 of the State CEQA Guidelines.	M-CR-1a: A Data Recovery Program shall be prepared to mitigate impacts to Sites SDI-11,799/H, SDI-8081, and SDI-17,963. The Data Recovery Program shall adhere to the "General Mitigation Procedures" identified in Mitigation Measure M-CR-1a in SEIR Section 2.3.5.2. M-CR-1b: A site-specific Data Recovery Program shall be prepared to mitigate impacts to Site SDI-11,799/H. The Data Recovery Program shall adhere to the "General Mitigation Procedures" identified in Mitigation Measure M-CR-1b in SEIR Section 2.3.5.2.	Less than Significant: With implementation of the required mitigation, the research potential of Sites SDI-11,799H, SDI-8081, and SDI-17,963 would be exhausted, and impacts to these sites would not longer be regarded as significant pursuant to CEQA Guidelines Section 15126.2(d).

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
CR-2	The potential exists for uncovering previously unknown historical and/or archaeological artifacts during Project grading and excavation activities.	M-CR-2a: A grading monitoring program shall be established to mitigate potential impacts to previously unknown historical and/or archaeological artifacts uncovered during grading and excavation. The program shall adhere to the standards identified in SEIR Mitigation Measure M-CR-2a in SEIR Section 2.3.5.2. M-CR-2b: The applicant shall assure an adequate data recovery and curation program. The data recovery and curation program shall comply with the standards identified in Mitigation Measure M-CR-2b within SEIR Section 2.3.5.2.	Less than Significant: Implementation of Mitigation Measure M-CR-2a and M-CR-2b would ensure that any historical or archaeological resources uncovered during Project grading and excavation activities are treated in accordance with CEQA Guidelines Section 15064.5.
2.3.2.3 Prehistoric Archaeological Resources			
CR-3	Implementation of the proposed Project would cause direct impacts to an archaeological resource site, Site SDI-8081, which has been determined to be significant pursuant to §15064.5 of the State CEQA Guidelines.	M-CR-3a: Mitigation Measure M-CR-1a shall apply. M-CR-3b: A site-specific Data Recovery Program shall be prepared to mitigate impacts to Site SDI-8081. The Data Recovery Program shall adhere to the "General Mitigation Procedures" identified in Mitigation Measure M-CR-3b in SEIR Section 2.3.5.2.	Less than Significant: With implementation of the required mitigation, the research potential of Site SDI-8081 would be exhausted, and impacts to the site would not longer be regarded as significant pursuant to CEQA Guidelines Section 15126.2(d).
CR-4	Implementation of the proposed Project would cause direct impacts to an archaeological resource site, Site SDI-17,963, which has been determined to be significant pursuant to §15064.5 of the State CEQA Guidelines.	M-CR-4a: Mitigation Measure M-CR-1a shall apply. M-CR-4b: A site-specific Data Recovery Program shall be prepared to mitigate impacts to Site SDI-17,963. The Data Recovery Program shall adhere to the "General Mitigation Procedures" identified in Mitigation Measure M-CR-4b within SEIR Section 2.3.5.2.	Less than Significant: With implementation of the required mitigation, the research potential of Site SDI-17,963 would be exhausted, and impacts to the site would not longer be regarded as significant pursuant to CEQA Guidelines Section 15126.2(d).
2.3.2.4 Human Remains			
CR-5	The potential exists for uncovering previously unknown human remains, including human remains interred outside of a formal cemetery, during Project grading and excavation activities.	M-CR-5: Grading monitoring and agency coordination shall occur to mitigate for the potential impact to previously undiscovered human remains.	Less than Significant: Implementation of Mitigation Measure M-CR-5 would ensure that any human remains encountered during Project grading and excavation activities are treated in accordance with CEQA Guidelines Section 15064.5.
2.4 Noise			
2.4.2.3 Project Generated Airborne Noise			
N-1	Long-term operation of the Project site has	M-N-2: A noise protection easement shall be granted to	Less than Significant: Implementation of

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
	the potential to expose biologically sensitive areas on- and off-site to unacceptable levels of noise (*i.e.*, noise levels in excess of 60 dBA Leq).	the County of San Diego over the entire area of 43, 45 through 55, and 57 through 59 on TM5505. Prior to approval of Site Plans for these lots, an acoustical analysis shall be prepared and, if necessary, design measures shall be incorporated to ensure noise levels do not exceed acceptable levels.	identified mitigation would require the preparation of site-specific noise analyses to determine if long-term operation of the site would exceed permitted noise levels within biological open space areas. If it is determined that long-term operation of the Project would result in unacceptable noise levels within open space areas, noise attenuation measures would be incorporated into future development to reduce noise impacts to less than significant levels.
2.5 Paleontological Resources			
2.5.2.2 Paleontological Resources			
PR-1	The potential exists for the project to uncover, damage or destroy significant paleontological resources (*i.e.*, fossils) during Project grading and excavation activities in geologic formations with high and moderate paleontological sensitivities.	M-PR-1: The Project shall establish a paleontological resources mitigation and monitoring plan that is consistent with the program detailed in the County's Guidelines for Determining Significance – Paleontological Resources (County of San Diego 2008). The program shall be implemented during Project grading and excavation activities.	Less than Significant: Incorporation of Mitigation Measure M-PR-1 would ensure that potential impacts to paleontological resources are reduced to less than significant levels by implementing a paleontological monitoring and reporting program in accordance with County regulations.
2.6 Public Services			
2.6.2.2 Public Services Impact			
PS-1	Ultimate development of the Project site, as well as in conjunction with buildout of land uses planned by the EOMSP, would contribute to the need for a new sheriff substation and 11 additional field personnel in the Otay Mesa area.	M-PS-1: The Project applicant, either alone or in conjunction with other developers similarly conditioned, shall construct a permanent or temporary sheriff's substation and shall participate in a financing mechanism to fund the formation of a facilities district and, if necessary, the future construction of an interim or permanent sheriff's facility.	Less than Significant: Implementation of Mitigation Measures M-PS-1 would reduce the Project's impact to police protection services to below a level of significance. Impacts associated with the construction of the temporary or permanent sheriff's facility will require subsequent review under CEQA once a temporary or permanent location is identified.
2.7 Transportation/Traffic			
2.7.2.2 Road Segments			
TR-1	Implementation of Phases 1, Phases 1 and 2, Phases 1 through 3, and Phases 1 through 4	M-TR-1: The applicant shall provide evidence that Caltrans' Phase 1A and 1B improvements to SR-905 are	Less than Significant: Implementation of M-TR-1 would improve the LOS on this

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
	of the proposed Project would lower the LOS on the City of San Diego segment of Interim SR-905 (Otay Mesa Road) from La Media to Piper Ranch Road from LOS E to LOS F and would increase the v/c ratio in excess of the City of San Diego's threshold of significance for roads operating at LOS E. Impacts to this road segment also would be significant pursuant to the CMP.	open for traffic prior to recordation of the Final Map for Unit 3.	roadway segment to acceptable levels under Project buildout conditions.
TR-2	Implementation of Phase 1, Phases 1 through 2, Phases 1 through 3, and Phases 1 through 4 of the proposed Project would lower the existing LOS on the roadway segment of Otay Mesa Road from Sanyo Avenue to Enrico Fermi Drive from LOS D to LOS E or F, which is evaluated as a significant direct impact pursuant to the County General Plan PFE.	M-TR-2a: The applicant shall improve the roadway segment of Otay Mesa Road from Sanyo Avenue to Enrico Fermi Drive to provide a two-lane facility with a center two-way left turn lane prior to recordation of Final Maps for Unit 1. M-TR-2b: The applicant shall improve the roadway segment of Otay Mesa Road from Sanyo Avenue to Enrico Fermi Drive to provide a four-lane facility prior to recordation of Final Maps for Unit 2.	Less than Significant: Implementation of M-TR-2a would improve the LOS on this roadway segment to acceptable levels with implementation of Phase 1 of the proposed Project. Implementation of M-TR-2b would improve the LOS on this roadway segment to acceptable levels in all remaining Project conditions.
TR-3	Implementation of Phase 1, Phases 1 through 2, Phases 1 through 3, and Phases 1 through 4 of the proposed Project would lower the LOS on the City of San Diego segment of SR-905 from Otay Mesa Road to Siempre Viva Road from LOS E to LOS F and would increase the v/c along this segment in excess of the City of San Diego's threshold of significance for roads operating at LOS F, thereby resulting in a significant direct impact. Project impacts also would be significant pursuant to the CMP.	M-TR-2: Mitigation Measure M-TR-1 shall apply.	Less than Significant: Implementation of M-TR-3 would improve the LOS on this roadway segment to acceptable levels in all Project conditions.
TR-4	Implementation of Phases 1-2, Phases 1-3, and 1-4 would increase the v/c ratio on the roadway segment of Interim SR-905 (Otay Mesa Road) from Heritage Road to Cactus Road in excess of the City of San Diego thresholds for a road operating at LOS F. Impacts to this road segment also would be	M-TR-4: Mitigation Measure M-TR-1 shall apply.	Less than Significant: Implementation of M-TR-4 would improve the LOS on this roadway segment to acceptable levels in all Project conditions.

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
	significant pursuant to the CMP.		
TR-5	Implementation of Phases 1 through 3 and Phases 1 through 4 of the proposed Project would increase the v/c ratio on the road segment of Interim SR-905 (Otay Mesa Road) from Cactus Road to Britannia Boulevard in excess of the City of San Diego's threshold of significance for roads operating at LOS F, thereby resulting in a significant direct impact. Impacts to this road segment also would be significant pursuant to the CMP.	M-TR-5: Mitigation Measure M-TR-1 shall apply.	Less than Significant: Implementation of M-TR-5 would improve the LOS on this roadway segment to acceptable levels in all Project conditions.
TR-6	Implementation of Phases 1 through 3 and Phases 1 through 4 of the proposed Project would result in a LOS E and F (respectively) on the County of San Diego segment of Airway Road from Airway Place to Alta Road, which does not exist under existing conditions. Since the deficiency in LOS is the result of Project-related traffic, Project impacts to this roadway segment are considered significant pursuant to the County General Plan PFE	M-TR-6: The applicant shall improve the roadway segment of Airway Road from Airway Place to Alta Road to provide a four-lane facility (two lanes in each direction) prior to the recordation of the Final Map for Unit 3.	Less than Significant: Implementation of M-TR-6 would improve the LOS on this roadway segment to acceptable levels in all Project conditions.
TR-7	Implementation of Phases 1 through 3 and Phases 1 through 4 of the proposed Project would result in a LOS E and F (respectively) on the County of San Diego segment of Siempre Viva Road from Enrico Fermi Drive to Alta Road, portions of which do not exist under existing conditions. Since the deficiency in LOS is the result of Project-related traffic, Project impacts to this roadway segment are considered significant pursuant to the County General Plan PFE.	M-TR-7a: The applicant shall improve the roadway segment of Siempre Viva Road from Enrico Fermi Drive to Alta Road to provide a two-lane facility with two-way left turn lane prior to the recordation of the Final Map for Unit 3. M-TR-7b: The applicant shall improve the roadway segment of Siempre Viva Road from Enrico Fermi Drive to Alta Road to provide a four-lane facility (two lanes in each direction) prior to the recordation of the Final Map for Unit 4.	Less than Significant: Implementation of M-TR-7a would improve the LOS on this roadway segment to acceptable levels with implementation of Phases 1 through 3. Implementation of M-TR-7b would improve the LOS on this roadway segment to acceptable levels in all remaining Project conditions.
TR-8	Implementation of Phases 1 through 3 and Phases 1 through 4 of the proposed Project would increase the v/c ratio on the City of San Diego segment of La Media Road from	M-TR-8: Mitigation Measure M-TR-1 shall apply.	Less than Significant: Implementation of M-TR-8 would improve the LOS on this roadway segment to acceptable levels in all Project conditions.

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
	Saint Andrews Avenue to Airway Road in excess of the City of San Diego's threshold of significance for roads operating at LOS F, thereby resulting in a significant direct impact.		
TR-9	Implementation of Phases 1 through 3 and Phases 1 through 4 of the proposed Project would increase the v/c ratio on the City of San Diego segment of La Media Road from Airway Road to Siempre Viva Road in excess of the City of San Diego's threshold of significance for roads operating at LOS F, thereby resulting in a significant direct impact.	M-TR-9: Mitigation Measure M-TR-1 shall apply.	Less than Significant: Implementation of M-TR-9 would improve the LOS on this roadway segment to acceptable levels in all Project conditions.
TR-10	Implementation of Phases 1 through 3 and Phases 1 through 4 of the proposed Project would lower the LOS on the County of San Diego segment of Enrico Fermi Drive from Otay Mesa Road to Airway Road from LOS A to LOS E. These impacts are evaluated as significant direct impacts pursuant to the County General Plan PFE. Additionally, under cumulative (2020) conditions, Project-related traffic would contribute to a deficient LOS along this roadway segment, which represents a significant cumulative impact.	M-TR-10: The applicant shall improve the roadway segment of Enrico Fermi Drive from Otay Mesa Road to Airway Road to provide a four-lane facility (two lanes in each direction) prior to the recordation of the Final Map for Unit 3.	Less than Significant: Implementation of M-TR-10 would improve the LOS on this roadway segment to acceptable levels in all Project conditions.
TR-11	Implementation of Phases 1 through 4 of the proposed Project would lower the LOS on the road segment of Interim SR-905 (Otay Mesa Road) from Britannia Boulevard to La Media Road from LOS E to LOS F and would increase the v/c ratio by 0.37, which is evaluated as a significant direct impact pursuant to the County General Plan PFE. Impacts to this road segment also would be significant pursuant to the CMP.	M-TR-11: Mitigation Measure M-TR-1 shall apply.	Less than Significant: Implementation of M-TR-11 would improve the LOS on this roadway segment to acceptable levels in all Project conditions.
TR-12	Implementation of Phases 1 through 4 of the proposed Project would lower the LOS on	M-TR-12: Mitigation Measure M-TR-1 shall apply.	Less than Significant: Implementation of M-TR-12 would improve the LOS on

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
	the road segment of Interim SR-905 (Otay Mesa Road) from Piper Ranch Road to SR-125 from LOS C to LOS F and would increase the v/c ratio by 0.41, which is evaluated as significant direct impacts pursuant to the County General Plan PFE. Project impacts also would be significant pursuant to the CMP.		this roadway segment to acceptable levels under Project buildout conditions.
2.7.2.3 Signalized and Unsignalized Intersections			
TR-14	Implementation of Phases 1 through 2, Phases 1 through 3, and Phases 1 through 4 of the proposed Project would lower the existing LOS at the County of San Diego intersection of Otay Mesa Road/Interim SR-905 Connector from LOS B or C to LOS F and would increase the delay at this CMP System intersection in excess of the thresholds identified in the County General Plan PFE in both the AM and PM peak hours. These impacts are evaluated as a significant direct impact pursuant to the County General Plan PFE. Project impacts also would be significant pursuant to the CMP.	M-TR-14: Mitigation Measure M-TR-1 shall apply.	Less than Significant: Implementation of M-TR-14 would improve the LOS at this intersection to acceptable levels in all Project conditions.
TR-15	Implementation of Phases 1 through 2, Phases 1 through 3, and Phases 1 through 4 of the proposed Project would lower the existing LOS at the County of San Diego intersection of Otay Mesa Road/Sanyo Avenue from LOS B to LOS E or F during the PM peak hour. These impacts are evaluated as a significant direct impact pursuant to the County General Plan PFE.	M-TR-15: The applicant shall improve the intersection of Otay Mesa Road/Sanyo Avenue to provide the lane configurations specified in Mitigation Measure M-TR-15 within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 2.	Less than Significant: Implementation of M-TR-15 would improve the LOS at this intersection to acceptable levels in all Project conditions.
TR-16	Implementation of Phases 1 through 2, Phases 1 through 3, and Phases 1 through 4 of the proposed Project would lower the existing LOS at the County of San Diego intersection of Otay Mesa Road/Enrico	M-TR-16a: The applicant shall improve the intersection of Otay Mesa Road/Enrico Fermi Drive to provide the lane configurations specified in Mitigation Measure M-TR-16a within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 2.	Less than Significant: Implementation of M-TR-16a would improve the LOS at this intersection to acceptable levels with implementation of Phases 1 and 2 of the Project. Implementation of M-TR-16b

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
	Fermi Drive from LOS A or B to LOS E or F during the AM and PM peak hours. These impacts are evaluated as significant direct impacts pursuant to the County General Plan PFE.	M-TR-16b: The applicant shall improve the intersection of Otay Mesa Road/Enrico Fermi Drive to provide the lane configurations specified in Mitigation Measure M-TR-16b within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 3.	would improve the LOS at this intersection to acceptable levels in all remaining Project conditions.
TR-18	Implementation of Phases 1 through 2, Phases 1 through 3, and Phases 1 through 4 of the proposed Project would lower the existing LOS at the City of San Diego intersection of Interim SR-905 (Otay Mesa Road)/Heritage Road from LOS C to LOS E or LOS F, and would increase the delay at this intersection in excess of the City of San Diego thresholds of significance. The addition of Project buildout traffic to this intersection is evaluated as a significant direct impact for the AM peak hour for Phases 1 and 2, Phases 1 through 3, and Phases 1 through 4, and is evaluated as a significant direct impact during the PM peak hour for Phases 1 through 3 and Phases 1 through 4. Project impacts also would be significant pursuant to the CMP.	M-TR-18: Mitigation Measure M-TR-1 shall apply.	Less than Significant: Implementation of M-TR-18 would improve the LOS at this intersection to acceptable levels in all Project conditions.
TR-19	Implementation of Phases 1 through 3 and buildout of the proposed Project would lower the existing LOS at the City of San Diego intersection of Interim SR-905 (Otay Mesa Road)/Cactus Road from LOS A to LOS F in the AM peak hour and would increase the delay at this intersection in excess of the one (1) second allowed per the City of San Diego thresholds of significance for an intersection operating at LOS F. In addition, Project impacts also would be significant pursuant to the CMP.	M-TR-19: Mitigation Measure M-TR-1 shall apply.	Less than Significant: Implementation of M-TR-19 would improve the LOS at this intersection to acceptable levels in all Project conditions.
TR-20	Implementation of Phases 1 through 3 and buildout of the proposed Project would	M-TR-20: Mitigation Measure M-TR-1 shall apply.	Less than Significant: Implementation of M-TR-20 would improve the LOS at this

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
	lower the existing LOS at the City of San Diego intersection of Interim SR-905 (Otay Mesa Road)/SR-125 Northbound Ramp from LOS A to LOS F during the PM peak hour. The increase in delay at this intersection would exceed the allowable change in delay per the City of San Diego thresholds of significance for an intersection operating at LOS F. In addition, Project impacts also would be significant pursuant to the CMP.		intersection to acceptable levels in all Project conditions.
TR-21	Implementation of Phases 1 through 3 of the proposed Project would lower the existing LOS at the County of San Diego intersection of Airway Road/Enrico Fermi Drive from LOS A to LOS E during the AM peak hour and from LOS B to LOS E during the PM peak hour. Buildout of the proposed Project would lower the existing LOS at the intersection of Airway Road/Enrico Fermi Drive from LOS A to LOS F during the AM peak hour and from LOS B to LOS F during the PM peak hour. The addition of Project traffic from these phases to this intersection during the AM and PM peak hours is evaluated as a significant direct impact pursuant to the County General Plan PFE.	M-TR-21a: The applicant shall improve the intersection of Airway Road/Enrico Fermi Drive to provide the lane configurations specified in Mitigation Measure M-TR-21a within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 3. M-TR-21b: The applicant shall improve the intersection of Airway Road/Enrico Fermi Drive to provide the lane configurations specified in Mitigation Measure M-TR-21b within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 4.	Less than Significant: Implementation of M-TR-21a would improve the LOS at this intersection to acceptable levels with implementation of Phases 1 through 3 of the Project. Implementation of M-TR-21b would improve the LOS at this intersection to acceptable levels in all remaining Project conditions.
TR-22	Implementation of Phases 1 through 3 and buildout of the proposed Project would lower the existing LOS at the County of San Diego intersection of Siempre Viva Road/Enrico Fermi Drive from LOS B to LOS F during both peak hours. The addition of Project traffic from these phases to this intersection during the AM and PM peak hours is evaluated as a significant direct impact pursuant to the County General Plan PFE.	M-TR-22a: The applicant shall improve the intersection of Siempre Viva Road/Enrico Fermi Drive to provide the lane configurations specified in Mitigation Measure M-TR-22a within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 3. M-TR-22a: The applicant shall improve the intersection of Siempre Viva Road/Enrico Fermi Drive to provide the lane configurations specified in Mitigation Measure M-TR-22b within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 4.	Less than Significant: Implementation of M-TR-22a would improve the LOS at this intersection to acceptable levels with implementation of Phases 1 through 3 of the Project. Implementation of M-TR-22b would improve the LOS at this intersection to acceptable levels in all remaining Project conditions.

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
TR-23	Buildout of the Project would degrade the existing LOS at the City of San Diego intersection of Interim SR-905 (Otay Mesa Road)/Britannia Boulevard from LOS B to LOS F during both peak hours. The increase in delay caused by Project traffic under this scenario would exceed the allowable change in delay per the City of San Diego thresholds of significance for an intersection operating at LOS F. In addition, Project impacts also would be significant pursuant to the CMP.	M-TR-23: Mitigation Measure M-TR-1 shall apply.	Less than Significant: Implementation of M-TR-23 would improve the LOS at this intersection to acceptable levels under Project buildout conditions.
TR-24	Buildout of the proposed Project would lower the existing LOS on the intersection of Interim SR-905 (Otay Mesa Road)/La Media Road from LOS B to LOS F during the AM peak hour and from LOS from LOS C to LOS F during the PM peak hour. The increase in delay caused by Project traffic under each of these scenarios would exceed the allowable change in delay per the City of San Diego thresholds of significance for an intersection operating at LOS F. In addition, Project impacts also would be significant pursuant to the CMP.	M-TR-21: Mitigation Measure M-TR-1 shall apply.	Less than Significant: Implementation of M-TR-24 would improve the LOS at this intersection to acceptable levels under Project buildout conditions.
TR-25	Buildout of the proposed Project would lower the existing LOS at the intersection of Interim SR-905 (Otay Mesa Road)/Piper Ranch Road from LOS A to LOS F during the AM peak hour. The increase in delay at this intersection would exceed the allowable change in delay per the City of San Diego thresholds of significance for an intersection operating at LOS F. In addition, Project impacts also would be significant pursuant to the CMP.	M-TR-25: Mitigation Measure M-TR-1 shall apply.	Less than Significant: Implementation of M-TR-25 would improve the LOS at this intersection to acceptable levels under Project buildout conditions.
TR-26	With buildout of the proposed Project, the LOS at the intersection of Otay Mesa Road	M-TR-26: Mitigation Measure M-TR-1 shall apply.	Less than Significant: Implementation of M-TR-26 would improve the LOS at this

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
	at the SR-125 Southbound ramp would be lowered from LOS A to LOS E in the PM peak hour. The addition of Project traffic to this intersection during the PM peak hours is evaluated as a significant direct impact pursuant to the County General Plan PFE. In addition, Project impacts also would be significant pursuant to the CMP.		intersection to acceptable levels under Project buildout conditions.
TR-27	Peak hour traffic volumes at the intersection of Airway Road/Alta Road warrant improvements with each phase of the proposed Project in addition to required signalization under existing plus Project buildout conditions. These conditions are evaluated as significant direct impacts of the proposed Project.	M-TR-27a: The applicant shall improve the intersection of Airway Road/Alta Road to provide a stop sign and the lane configurations specified in Mitigation Measure M-TR-27a within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 1. M-TR-27b: The applicant shall improve the intersection of Airway Road/Alta Road to provide the lane configurations specified in Mitigation Measure M-TR-27b within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 2. M-TR-27c: The applicant shall improve the intersection of Airway Road/Alta Road to provide an acceleration lane for vehicles making a northbound left and the lane configurations specified in Mitigation Measure M-TR-27c within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 3. M-TR-27d: The applicant shall improve the intersection of Airway Road/Alta Road to provide a traffic signal and the lane configurations specified in Mitigation Measure M-TR-27d within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 4.	Less than Significant: Implementation of M-TR-27a would improve the LOS at this intersection to acceptable levels with implementation of Phase 1 of the Project. Implementation of M-TR-27b would improve the LOS at this intersection to acceptable levels with implementation of Phases 1 and 2 of the Project. Implementation of M-TR-27c would improve the LOS at this intersection to acceptable levels with implementation of Phases 1 through 3 of the Project. Implementation of M-TR-27d would improve the LOS at this intersection to acceptable levels in all remaining Project conditions.
TR-28	Peak hour traffic volumes at the on-site intersection of Airway Road/Siempre Viva Road would warrant improvements with Phases 1 and 2, Phases 1 through 3, and Project buildout of the proposed Project in addition to required signalization under	M-TR-28a: The applicant shall improve the intersection of Airway Road/Siempre Viva Road to provide a stop sign and the lane configurations specified in Mitigation Measure M-TR-28a within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 2.	Less than Significant: Implementation of M-TR-28a would improve the LOS at this intersection to acceptable levels with implementation of Phases 1 and 2 of the Project. Implementation of M-TR-28b would improve the LOS at this

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
	existing plus Project buildout conditions. These conditions are evaluated as significant direct impacts of the proposed Project.	M-TR-28b: The applicant shall improve the intersection of Airway Road/Siempre Viva Road to provide the lane configurations specified in Mitigation Measure M-TR-28b within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 3. M-TR-28c: The applicant shall improve the intersection of Airway Road/Siempre Viva Road to provide a traffic signal and the lane configurations specified in Mitigation Measure M-TR-28c within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 4.	intersection to acceptable levels with implementation of Phases 1 through 3 of the Project. Implementation of M-TR-28c would improve the LOS at this intersection to acceptable levels in all remaining Project conditions.
TR-29	Peak hour traffic volumes at the on-site intersection of Siempre Viva/Alta Road would warrant improvements with each phase of the proposed Project as well as signalization under existing plus Project buildout conditions. These conditions are evaluated as significant direct impacts of the proposed Project.	M-TR-29a: The applicant shall improve the intersection of Siempre Viva/Alta Road to provide a stop sign and the lane configurations specified in Mitigation Measure M-TR-29a within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 1. M-TR-29b: The applicant shall improve the intersection of Siempre Viva/Alta Road to provide the lane configurations specified in Mitigation Measure M-TR-29b within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 2. M-TR-29c: The applicant shall improve the intersection of Siempre Viva/Alta Road to provide two-way stop control, an acceleration lane for the northbound and southbound left turns, and the lane configurations specified in Mitigation Measure M-TR-29c within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 3. M-TR-29d: The applicant shall improve the intersection of Siempre Viva/Alta Road to provide a traffic signal and the lane configurations specified in Mitigation Measure M-TR-29d within EIR Section 2.7.5.2 prior to the recordation of the Final Map for Unit 4.	Less than Significant: Implementation of M-TR-29a would improve the LOS at this intersection to acceptable levels with implementation of Phase 1 of the Project. Implementation of M-TR-29b would improve the LOS at this intersection to acceptable levels with implementation of Phases 1 and 2 of the Project. Implementation of M-TR-29c would improve the LOS at this intersection to acceptable levels with implementation of Phases 1 through 3 of the Project. Implementation of M-TR-29d would improve the LOS at this intersection to acceptable levels in all remaining Project conditions.
2.7.2.4 Freeway Ramps and Congestion Management Program			
TR-1 TR-3	See "2.7.2.2, *Roadway Segments*," above	See "2.7.2.2, *Roadway Segments*," above	See "2.7.2.2, *Roadway Segments*," above

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Direct Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
TR-4			
TR-5			
TR-11			
TR-12			
TR-14			
TR-18			
TR-19			
TR-20	See "2.7.2.3, *Signalized and Unsignalized Intersections*," above	See "2.7.2.3, *Signalized and Unsignalized Intersections*," above	See "2.7.2.3, *Signalized and Unsignalized*," above
TR-23			
TR-24			
TR-25			
TR-26			
2.7.2.9 Impacts During Construction			
TR-30	Implementation of each phase of the proposed Project has the potential to result in substantial disruptions to existing traffic patterns as a result of construction-related activities and/or equipment.	M-TR-30: Prior to the issuance of grading and improvement plans for each unit authorizing construction within or adjacent to existing roadways, the Project applicant or Master Developer shall obtain a traffic control permit from the County Department of Public Works.	Less than Significant: Implementation of M-TR-30 would ensure that significant impacts resulting from construction activities are reduced to less than significant levels.

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Cumulative Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
2.1 Air Quality			
2.1.3.2 Global Climate Change			
AQ-5	Although there are no established thresholds of significance against which to evaluate the significance of construction-related GHG emissions, Project-related construction activities would result in substantial emissions of CO_2, N_2O, and CH_4, all of which are GHGs.	M-AQ-5a: Construction equipment shall utilize biodiesel fuels, when feasible, to reduce GHG emissions that would occur during construction. M-AQ-5b: Mitigation Measure M-AQ-6 shall apply.	Less than Significant: There are currently no thresholds in place for evaluating the significance of near-term construction emissions in terms of their contribution to GCC. However, implementation of required mitigation would reduce the Project's near-term construction emissions of GHGs by 30.79% compared to business as usual and would reduce the Project's cumulative impact to less than significant levels.

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Cumulative Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
AQ-6	Absent detailed site/building plans, it cannot be demonstrated that the proposed Project would achieve a 25% reduction in energy consumption beyond that required by Title 24, Part 6, of the California Code of Regulations (2005). Therefore it cannot be demonstrated that the Project would achieve the objectives of AB 32 for area source emissions.	M-AQ-6: On-site structures shall incorporate site design and building features that will reduce long-term GHG emissions and achieve the objectives of AB32.	Less than Significant: Implementation of Mitigation Measure M-AQ-6 would ensure that future development of the site would achieve a 30.79% reduction in area source GHG emissions as compared to standard compliance with the requirements of Title 24, Part 6, of the California Code of Regulations (2005). Application of the required mitigation, would reduce impacts due to area source GHG emissions to less than significant levels.
2.2 Biological Resources			
2.2.2.3 Special Status Species			
BI-1	See "Project Level Impacts," above	See "Project Level Impacts," above	See "Project Level Impacts," above
BI-2			
BI-3			
BI-4			
BI-6			
BI-7			
BI-8			
BI-9			
BI-10			
BI-11			
BI-12			
BI-13			
BI-14			
BI-15			
BI-16			
2.2.2.4 Riparian Habitat or Sensitive Natural Community			
BI-18	See "Project Level Impacts," above	See "Project Level Impacts," above	See "Project Level Impacts," above
BI-19			
BI-20			
BI-21			
BI-22			
BI-23	Implementation of the proposed Project could adversely affect the regional long-	M-BI-23: Mitigation Measures M-BI-7a and M-BI-20 shall apply.	Less than Significant: Implementation of Mitigation Measures M-BI-7a and M-BI-

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Cumulative Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
	term survival of the western spadefoot toad.		20, as required by Mitigation Measure M-BI-23, would provide for habitat for the western spadefoot toad and would reduce the Project's cumulative impact to this species to less than significant.
2.3 Cultural Resources			
2.3.3.2 Project-Specific Cumulative Impact Analysis			
CR-6	In combination with the previous impacts of roads, plowing, and erosion on prehistoric resources, implementation of the proposed Project would result in cumulatively significant impacts to resources located on-site and within the off-site improvement areas.	M-CR-6: Mitigation Measures M-CR-1a, M-CR-1b, M-CR-2a, M-CR-2b, M-CR-3a, M-CR-3b, M-CR-4a, M-CR-4b, and M-CR-5 shall apply.	Less than Significant: Implementation of the mitigation measures identified to address Project-specific impacts also would reduce cumulatively significant effects to less than significant levels.
2.4 Noise			
2.4.3.2 Project-Specific Cumulative Impact Analysis			
N-1	"See Project Level Impacts," above	"See Project Level Impacts," above	"See Project Level Impacts," above
N-2	If grading activities were to occur on adjacent project sites within 160 feet of the proposed Project site and simultaneous with Project grading activities, the resulting combined noise level would represent a near-term cumulatively significant impact to noise.	M-N-2: If it is determined that non-Project related grading operations could occur within 160 feet of the proposed Project site and simultaneous with Project grading activities, then grading restrictions would be applied to the Project.	Less than Significant: With implementation of Mitigation Measure M-N-2, cumulative noise levels from Project grading activities and grading activities on adjacent properties would not exceed the County's 75 dBA threshold of significance for construction-related noise.
2.5 Paleontological Resources			
2.5.2.2 Paleontological Resources			
PR-1	See "Project Level Impacts," above	See "Project Level Impacts," above	See "Project Level Impacts," above
2.6 Public Services			
PS-1	See "Project Level Impacts," above	See "Project Level Impacts," above	See "Project Level Impacts," above
2.7 Transportation/Traffic			
2.7.2.2 Road Segments			
TR-10	Under cumulative (2020) conditions, Project-related traffic would contribute to a deficient LOS along on the County of San Diego segment of Enrico Fermi Drive from Otay Mesa Road to Airway Road, which	See "Project Level Impacts," above	See "Project Level Impacts," above

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Cumulative Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
	represents a significant cumulative impact.		
TR-31	The proposed Project would contribute traffic to the roadway segment of Otay Mesa Road between Enrico Fermi Drive and Alta Road (County of San Diego) which is projected to operate at an unacceptable LOS in the Cumulative (2020) With SR-905 Phases 1A and 1B condition; this is evaluated as a cumulatively significant impact of the proposed Project.	M-TR-31: The Project applicant or Master Developer would be required to pay fees in accordance with the San Diego County TIF Ordinance. Payment of TIF fees would reduce Project impacts to this roadway segment to less than significant levels.	Less than Significant: Payment of TIF fees would reduce Project impacts to this roadway segment to less than significant levels.
2.7.2.3 Signalized and Unsignalized Intersections			
TR-17	Under cumulative (2020) conditions, Project-related traffic would contribute to a deficient LOS at the intersection of Siempre Viva/Michael Faraday, which represents a significant cumulative impact.	See "Project Level Impacts," above	See "Project Level Impacts," above
TR-32	The proposed Project would contribute traffic to the intersection of Otay Mesa Road/Vann Centre Boulevard (County of San Diego) which is projected to operate at an unacceptable LOS in the Cumulative (2020) With SR-905 Phases 1A and 1B condition; this is evaluated as a cumulatively significant impact of the proposed Project.	M-TR-32: The Project applicant or Master Developer would be required to pay fees in accordance with the San Diego County TIF Ordinance. Payment of TIF fees would reduce Project impacts to intersection to less than significant levels.	Less than Significant: Payment of TIF fees would reduce Project impacts to this intersection to less than significant levels.
TR-33	The proposed Project would contribute traffic to the intersection of Otay Mesa Road/Alta Road (County of San Diego) which is projected to operate at an unacceptable LOS in the Cumulative (2020) With SR-905 Phases 1A and 1B condition; this is evaluated as a cumulatively significant impact of the proposed Project.	M-TR-33: The Project applicant or Master Developer would be required to pay fees in accordance with the San Diego County TIF Ordinance. Payment of TIF fees would reduce Project impacts to intersection to less than significant levels.	Less than Significant: Payment of TIF fees would reduce Project impacts to this intersection to less than significant levels.
TR-35	The proposed Project would contribute traffic to the intersection of Airway Road/Paseo De Las Americas (County of San Diego) which is projected to operate at an unacceptable LOS in the Cumulative	M-TR-35: The Project applicant or Master Developer would be required to pay fees in accordance with the San Diego County TIF Ordinance. Payment of TIF fees would reduce Project impacts to intersection to less than significant levels.	Less than Significant: Payment of TIF fees would reduce Project impacts to this intersection to less than significant levels.

SIGNIFICANT IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT			
Cumulative Impacts			
Impact No.	**Impact**	**Mitigation**	**Conclusion and Mitigation Effectiveness**
	(2020) With SR-905 Phases 1A and 1B conditions; this is evaluated as a cumulatively significant impact of the proposed Project.		